

# IMPLEMENTATION

The SBTCS project recommendations have been assembled into three groups according to priority: high, medium, and low. The project prioritization is to be used as a guide for implementing the projects as funding becomes available. Projects are not prioritized within each of these groups, as funding opportunities vary for different types of projects, and those opportunities may affect the order of implementation. Additional information on the Seattle Transportation Funding and Prioritization Process is provided in the next chapter.

## Definition of the Priority Groups

The **High Priority** transportation improvement projects have positive benefits, such as improving operations and safety, increasing mobility, and/or reducing congestion. In general, these projects could be funded out of existing programs, but will be prioritized against similar needs citywide. This group also includes projects that have been identified by the neighborhood as high priorities for implementation, such as the pedestrian crossing improvements on Market Street at 28th Avenue. The City should implement the High Priority projects over the next 10 years.

The **Medium Priority** improvement projects have positive benefits, but would require significant additional resources and/or strong support from other transportation agencies, such as King County Metro. Implementation of these projects should also occur within the next 10 years. However, funding for these projects is uncertain.

The **Low Priority** projects have mixed or minimal positive benefits and/or funding is highly unlikely in the next 10 years. In general, the costs for these projects do not justify the benefits, given the limited funding sources.

## Recommended Transportation Improvement Projects

Table 11 summarizes the recommendations for the South Ballard Transportation Corridor Study with estimated costs for each project, priority ranking (high, medium, low), and the potential funding options and issues. The projects on the list total about \$1.6 million. The high priority projects on the list total about \$380,000. It is estimated that about 40% to 55% of the high-priority projects (\$150,000 to \$210,000) could be funded by private developers. The need for these projects has a direct relation to the potential impacts of new development. Identification Numbers in the table refer to numbers used throughout this report. The numbers do not indicate any priority.

Table 11. SBTCS Recommendations, Costs, Priorities, and Implementation

ID #	Recommendation	Cost	Priority	Funding Options and Issues
2b	Add an eastbound left-turn lane at the Shilshole Avenue/17th Avenue intersection.	\$45k	High	Could be funded out of existing programs, but would be prioritized against other similar needs. <i>Design and implementation will be considered in the South Ballard Transportation Corridor Design Study.</i>
3	Install a traffic signal on Leary Way at 46th Street.	\$70k	High	A new traffic signal on Leary Way at 46th Street is a priority in the BINMIC neighborhood plan and is already included in the funding for the Leary Way TIP project.
4	Organize/define parking on Shilshole Avenue and 46th Street. Install wheel stops between the walkway/shoulder and the parking areas on Shilshole Avenue and 46th Street to prevent vehicles from parking on the walkway.	\$8 to 18k	Medium	Could be funded out of existing programs, but would be prioritized against other similar needs. Implementation may be phased, installing wheel stops first in areas with higher levels of pedestrian activity.
5	Consolidate access points along Shilshole Avenue if properties redevelop and the changes would not significantly affect the ability of industrial businesses to operate in this area.	Not Estimated	Low	Would be implemented by property owners as part of redevelopment. <i>Priority may change, depending on the outcome of the South Ballard Transportation Corridor Design Study.</i>
6	Provide shoulders on Shilshole Avenue. Improve shoulder on Shilshole Avenue for bicycles by paving four to five feet beyond the existing street edge, if the Burke-Gilman extension is not located along this street.	\$290k	Low	Could be funded through existing programs, but would be prioritized against other similar needs. <i>Priority may change, depending on the outcome of the South Ballard Transportation Corridor Design Study.</i>
7	Install/improve pedestrian crosswalks on Shilshole Avenue north of Vernon Street. The crosswalk enhancement may require commensurate improvements by property owners to link pedestrians through adjacent parking lots to building destinations.	\$3k	High	Could be funded through existing programs, but would be prioritized against other similar needs; improvements on private property would require private funding.
9	Improve Ballard Avenue/17th Avenue intersection. Install curb bulb on southwest corner of intersection. The curb bulb should be designed to retain access to parking for the adjacent business and provide a sufficient truck turning radius.	\$65k	Medium	Could be funded out of existing programs, but would be prioritized against other similar needs.
11	Create a new multi-use public roadway at "Not 54th Street." Pave a new street in the City right-of-way adjacent to the railroad tracks that extends from 24th Avenue to 26th Avenue.	\$360k (Including about \$195k for drainage )	Low	Possible funding sources include Public Works Trust Fund, a Local Improvement District, TEA-21 or TIB funds. <i>Design and Priority may change, depending on the outcome of the South Ballard Transportation Corridor Design Study.</i>

Table 11. SBTC Recommendations, Costs, Priorities, and Implementation

ID #	Recommendation	Cost	Priority	Funding Options and Issues
12	Reconfigure the 24th Avenue/Shilshole Avenue intersection. Construct a new connection from Shilshole Avenue to 24th Avenue along the City-owned right-of-way ("Not 54th Street") adjacent to the railroad tracks. Reconfigure the existing section of 24th Avenue between the new roadway and Shilshole Avenue to provide parking for adjacent businesses.	\$320k (Including about \$250k for drainage )	Medium	Possible funding sources include Public Works Trust Fund, a Local Improvement District, TEA-21 or TIB funds. While the cost of this improvement is relatively high, it provides significant improvement to the operation of this intersection, as well as pedestrian safety and mobility.  <i>Design and Priority will be considered in the South Ballard Transportation Corridor Design Study.</i>
13	Widen 26th Avenue between Market Street and "Not 54th Street" when the adjacent parcels redevelop.	\$25k	Low	Could be funded by developer contributions.
14	Improve the pedestrian crossing of Market Street at 28th Avenue. Install curb bulbs on the northwest and southwest corners of the intersection to reduce the crossing distance across Market Street, add crosswalk between the bulbs, and improve signage and overhead lighting at the intersection.	\$70k (Including about \$50k for drainage )	High	Could be funded out of existing programs, but would be prioritized against other similar needs.
15	Improve bicycle access across the Ballard Locks. Widen pedestrian passageways across the Locks to better accommodate bicycles. Extend hours when bicycles and pedestrians can cross the Locks.	Unknown	Low	Army Corps of Engineers is responsible for this facility.
16	Analyze options for converting Leary Way to three lanes between 17th Avenue and 22nd Avenue. Incorporate measures to minimize delays to transit.	\$10k	Medium	Could be funded out of existing programs, but would be prioritized against other similar needs. Design analysis and implementation should be coordinated with #15b/19 and #18.
18b/22	Install a traffic signal at the Leary Way/20th Avenue/ Vernon Place intersection. Reconfigure intersection at Leary Way/ Vernon Street/20th Avenue so that the south leg of 20th Avenue is separate and the remaining legs form a four-legged intersection. Install a traffic signal when new development in the vicinity is built. Remove existing unsignalized pedestrian crosswalk on Leary Way south of 20th Avenue and replace with new signalized pedestrian crossings at the intersection.	\$180k (Including about \$25k for drainage )	High	Could be funded through a combination of developer contributions, TIB grant, new signal program.
19	Prohibit parking on Leary Way between 48th Street and 36th Street. Parking should be prohibited on Leary Way from 7:00 A.M. to 6:00 P.M. on weekdays. This new restriction could begin with the west side (southbound traffic direction) of Leary Way, and if needed, added to the east side of Leary Way. Parking could be allowed in the evening and on weekends.	\$4k	High	Could be funded through existing programs, but would be prioritized against other similar needs.

Table 11. SBTCs Recommendations, Costs, Priorities, and Implementation

ID #	Recommendation	Cost	Priority	Funding Options and Issues
20	Market Street/22nd Avenue/Leary Way intersection. Formalize dual left-turn movement from northbound Leary Way to westbound Market Street with overhead signage, in-lane pavement markings, and lane delineation.	\$3k	High	Could be funded through existing programs or developer contributions.
21	Reconfigure Leary Way/ 48th Street/17th Avenue intersection. Construct a channelization island on the south side of Leary Way east of 17th Avenue to narrow intersection and a small channelization island in the center of Leary Way to improve traffic operations and pedestrian mobility at this intersection.	\$20k	Medium	Could be funded through a combination of developer contributions, neighborhood street funds or neighborhood matching funds.
23	Complete study related to the Burke-Gilman Trail extension.	Staff Only	High	This study is funded.
24	Reconfigure 14th Avenue. Move the parking to the edge of the street and put traffic in the center of the street. Retain rail spur in the center of the street, and provide adequate truck turning radii at intersections. Control minor intersections with a stop sign on the side street.	\$120k	Low	Difficult to fund through traditional sources. Possible candidate for LID or private funds if redevelopment occurs.
25	Work with the Manufacturing Industrial Council (MIC) to designate a hierarchy of truck streets for street design standards.	None	Medium	Capital funding not required.
26	Improve directional signage for various modes of travel.	\$4k	High	Could be funded through existing programs, but would be prioritized against other similar needs. Possible candidate for neighborhood matching or private funds.